

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

LTIP
GRANT

3

IMPORTANT: Please consult the "Instructions for Completing the assistance in completion of this form.

CBO #3

for

SUBDIVISION: CITY OF CINCINNATI CODE # 061-15000

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 9 / 13 / 02

CONTACT: Greg Long PHONE # 513-352-5289 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)
FAX: (513) 352-1581 E-MAIL greg.long@rcc.org

PROJECT NAME: Kirby Road Improvements

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 2,000,000
☐ 2. Loan \$
☐ 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 2,857,143 FUNDING REQUESTED: \$ 2,000,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 2,000,000

SCIP LOAN: \$ RATE: % TERM: yrs.

RLP LOAN: \$ RATE: % TERM: yrs.

(Check Only 1)

- ☐ State Capital Improvement Program
☒ Local Transportation Improvements Program
☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C / C
Local Participation %
OPWC Participation %
Project Release Date:
OPWC Approval:

APPROVED FUNDING: \$
Loan Interest Rate: %
Loan Term: years
Maturity Date:
Date Approved:
SCIP Loan RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)

Force Account
Dollars

TOTAL DOLLARS

- | | | | |
|-----|---|--------------------------------|-----------------------------|
| a.) | Basic Engineering Services: | \$ <u> .00</u> | <u> </u> |
| | Preliminary Design | \$ <u> </u> | |
| | Final Design | \$ <u> </u> | |
| | Bidding | \$ <u> </u> | |
| | Construction Phase | \$ <u> </u> | |
| | Additional Engineering Services | \$ <u> .00</u> | <u> </u> |
| | *Identify services and costs below. | | |
| b.) | Acquisition Expenses: | | |
| | Land and/or Right of Way | \$ <u> .00</u> | <u> </u> |
| c.) | Construction Costs: | \$ <u> 2,647,292.00 </u> | <u> </u> |
| d.) | Equipment Purchased Directly: | \$ <u> .00</u> | |
| e.) | Permits, Advertising, Legal: | \$ <u> .00</u> | |
| | (Or Interest Costs for Loan Assistance Applications Only) | | |
| f.) | Construction Contingencies: | \$ <u> 209,851.00 </u> | |
| g.) | TOTAL ESTIMATED COSTS: | \$ <u> 2,857,143.00 </u> | |

*List Additional Engineering Services here:
Service:

Cost:

(Round to Nearest Dollar and Percent)

1.3 AVAILABILITY OF LOCAL FUNDS:

ODOT PID# _____ Sale Date: _____
 STATUS: (Check one)
 Traditional _____
 Local Planning Agency (LPA) _____
 State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Kirby Road Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Kirby Road between Virginia Avenue and North Bend Road in Northside and College Hill. Project also covers landslides and storm drainage adjacent to the pavement.

(see attached map)

PROJECT ZIP CODE: 45223

B: PROJECT COMPONENTS:

Reconstructed pavement will be full depth asphalt with concrete curb and gutter and new inlets. Landslide correction involves construction of 1,250 linear feet of retaining wall consisting of reinforced concrete drilled shafts and precast panels. Guardrail will be constructed in front of the drilled shaft walls. A combination retaining wall/concrete ditch will be built on the uphill side to maintain flow within the ditch. Rehabilitated pavement will consist of three inches of asphaltic concrete.

C: PHYSICAL DIMENSIONS:

Project covers 10,680 linear feet, and ranges from two to three lanes wide.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

No change in service capacity.

Road or Bridge: Current ADT 7,592 Year: 1991 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 2,000,000

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>12 / 1 / 02</u>	<u>6 / 1 / 03</u>
4.2 Bid Advertisement and Award:	<u>7 / 1 / 03</u>	<u>10 / 11 / 03</u>
4.3 Construction:	<u>10 / 15 / 03</u>	<u>12 / 31 / 04</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ /</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	<u>Timothy Riordan</u>
	TITLE	<u>Acting Deputy City Manager</u>
	STREET	<u>Room 104, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 2457</u>
	FAX	<u>(513) 352 - 2458</u>
	E-MAIL	<u>tim.riordan@rcc.org</u>
5.2	CHIEF FINANCIAL OFFICER	<u>William Moller</u>
	TITLE	<u>Finance Director</u>
	STREET	<u>Room 250, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 6275</u>
	FAX	<u>(513) 352 - 2370</u>
	E-MAIL	<u>bill.moller@rcc.org</u>
5.3	PROJECT MANAGER	<u>Jay Gala</u>
	TITLE	<u>Principal Construction Engineer</u>
	STREET	<u>Room 430, City Hall</u>
		<u>801 Plum Street</u>
	CITY/ZIP	<u>Cincinnati, Ohio 45202</u>
	PHONE	<u>(513) 352 - 3423</u>
	FAX	<u>(513) 352 - 1581</u>
	E-MAIL	<u>jay.gala@rcc.org</u>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

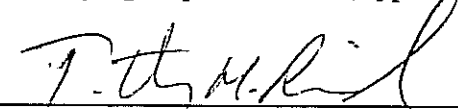
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Timothy Riordan, Acting Deputy City Manager

Certifying Representative (Type or Print Name and Title)



Signature/Date Signed

City of Cincinnati



Department of Transportation and Engineering
Division of Engineering

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

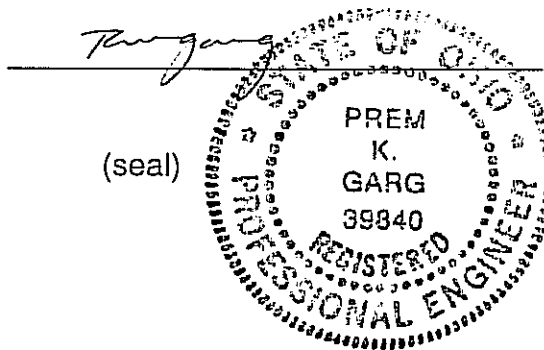
Eileen Enabnit
Director

Prem Garg, P.E.
City Engineer

September 13, 2002

Subject: Kirby Road Improvements
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least twenty (20) years.



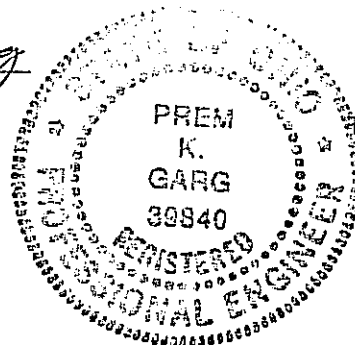
Prem Garg, P.E.
City Engineer
City of Cincinnati

Kirby Road Improvements

9/10/02

REF.	ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
58	604	7	ea.	Const. Of DGI/CI & Abandon Old Style Curb Inlet	\$1,800.00	\$12,000
59	604	3	ea.	Inlets Repaired (Ditch or Curb)	\$325.00	\$867
60	604	32	ea.	Inlet Grates	\$100.00	\$3,200
61	604	11	ea.	Standard Combination Inlet	\$2,200.00	\$24,933
62	604	11	ea.	Standard Double Gutter Inlet	\$2,000.00	\$22,667
63	604	4	ea.	Standard Ditch Inlet	\$1,500.00	\$6,000
64	604	1	ea.	Standard Double Ditch Inlet	\$1,800.00	\$2,400
65	604	7	ea.	Manhole, Type P	\$2,500.00	\$16,667
66	605	1,030	l.f.	8" Perf. Corr. Poly. Tubing (707.33)	\$4.00	\$4,120
67	606	1,683	l.f.	Steel Backed Timber Guardrail	\$80.00	\$134,667
68	608	983	s.f.	Curb Ramp	\$10.00	\$9,833
69	608	19,601	s.f.	Concrete Walk	\$5.00	\$98,003
70	609	12,709	l.f.	Concrete Curb, Type S-1	\$21.00	\$266,882
71	609	2,467	l.f.	Concrete Combined Curb & Gutter, Type P-4	\$22.00	\$54,267
72	612	374	s.y.	Concrete Median	\$50.00	\$18,700
73	614	1	Lump Sum	Maintaining Traffic	\$53,333.33	\$53,333
74	Special	5	ea.	Project Signs	\$450.00	\$2,400
75	614	80	Hrs	Law Enforcement Officer With Patrol Car	\$40.00	\$3,200
76	616	13	Mgal	Dust Control	\$1.00	\$13
77	619	1	Lump Sum	Field Office, Type A	\$26,250.00	\$26,250
78	625	1	e.a.	Traffic Signal System Complete	\$15,000.00	\$10,000
79	627	17,147	s.f.	Concrete Driveway	\$5.00	\$85,733
80	628	3,217	l.f.	Sawing Concrete	\$2.50	\$8,043
81	629	33	l.f.	Curbs Reset	\$50.00	\$1,667
82	638	833	l.f.	6" Water Main	\$100.00	\$83,333
83	638	20	e.a.	Water Meter, Adjusted To Grade	\$350.00	\$7,000
84	638	3	e.a.	Water Valve	\$150.00	\$400
85	638	2	e.a.	Fire Hydrant Extended Or Adjusted To Grade	\$450.00	\$900
86	638	1	e.a.	Fire Hydrant And Gate Valve Removed And Reset	\$350.00	\$467
87	642	2	mile	Center Line	\$1,500.00	\$2,960
88	644	800	l.f.	Transverse Line	\$6.00	\$4,800
89	644	467	l.f.	Stop Line	\$6.00	\$2,800
90	644	1,833	l.f.	Lane Line	\$1.00	\$1,833
91	644	11,333	l.f.	Edge Line	\$1.00	\$11,333
92	644	633	l.f.	Crosswalk Line	\$3.00	\$1,900
93	653	150	c.y.	Topsoil Furnished & Placed	\$20.00	\$3,000
94	659	5,630	s.y.	Seeding and Mulching	\$2.00	\$11,260
95	690	1	Lump Sum	Utility Relocation	\$60,000.00	\$40,000
96	1125	3	ea.	Resetting Ex. Valve Boxes Complete	\$150.00	\$400

Prem K. Garg
Prem K. Garg P.E.
City Engineer
City Of Cincinnati



Total: \$2,647,292
Construction Contingency: \$209,851

TOTAL ESTIMATED COSTS: \$2,857,143

Kirby Road Improvements

9/10/02

REF.	ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	1	Lump Sum	Contract Bond	\$26,666.67	\$26,667
2	Special	1	Lump Sum	Project Contingency	\$26,666.67	\$26,667
3	201	1	Lump Sum	Clearing & Grubbing	\$80,000.00	\$80,000
4	202	212	s.y.	Traffic Island Removed	\$17.50	\$3,710
5	202	1	Lump Sum	Structures Removed	\$2,800.00	\$1,867
6	202	1	Lump Sum	Guardrail Removed	\$2,200.00	\$1,467
7	202	4,667	s.y.	Pavement Removed	\$15.00	\$70,000
8	202	1,100	l.f.	Pipe Removed, 24" And Under	\$12.00	\$13,200
9	202	3	e.a.	Manhole Removed	\$850.00	\$2,267
10	202	9	e.a.	Catch Basin Removed	\$400.00	\$3,733
11	202	5,333	s.f.	Walk Removed	\$3.00	\$16,000
12	202	167	l.f.	Fence Removed	\$8.00	\$1,333
13	203	3,700	c.y.	Excavation	\$35.00	\$129,500
14	203	50	hrs	Proof Rolling	\$80.00	\$4,000
15	203	1,413	c.y.	Embankment	\$20.00	\$28,267
16	203	8,133	s.y.	Subgrade Compaction	\$2.50	\$20,333
17	205	33	tons	Special Fill Material	\$15.00	\$500
18	207	1,150	l.f.	Erosion Control	\$4.50	\$5,175
19	251	400	s.y.	Part. Depth Pavt. Repair, Flexible Pavement	\$25.00	\$10,000
20	253	1,490	s.y.	Pavement Repair	\$45.00	\$67,050
21	254	20,070	s.y.	Pavement Planing, Bituminous	\$1.75	\$35,122
22	254	133	s.y.	Patching Planed Surface	\$5.00	\$667
23	301	967	c.y.	Asphalt Concrete Base	\$80.00	\$77,333
24	304	1,167	c.y.	Aggregate Base	\$25.00	\$29,167
25	407	1,400	gal.	Bituminous Tack Coat	\$4.00	\$5,600
26	448	1,140	c.y.	Asphalt Concrete Intermediate Course, Type 1	\$80.00	\$91,200
27	448	1,140	c.y.	Asphalt Concrete Surface Course, Type 1	\$80.00	\$91,200
28	503	633	c.y.	Unclassified Excavation	\$26.50	\$16,783
29	511	5,443	s.f.	Class C Concrete, Precast Wall Panels, 6"	\$9.40	\$51,161
30	511	77	c.y.	Class C Concrete, Cantilever Retaining Wall Stem	\$500.00	\$38,667
31	511	67	c.y.	Class C Concrete, Cantilever Retaining Wall Footing	\$350.00	\$23,333
32	511	12	c.y.	Class C Concrete, Headwalls	\$350.00	\$4,200
33	518	650	c.y.	Porous Backfill w/ Filter Fabric	\$55.00	\$35,750
34	524	2,092	l.f.	Drilled Shafts, 30" Diameter, Above Bedrock	\$75.00	\$156,900
35	524	1,760	l.f.	Drilled Shafts, 30" Diameter, Into Bedrock	\$68.00	\$119,680
36	601	43	c.y.	Grouted Rock Channel Protection, Type C	\$175.00	\$7,583
37	602	33	c.y.	Brick Masonry	\$250.00	\$8,333
38	603	350	l.f.	12" Conduit, Type "H"	\$50.00	\$17,500
39	603	233	l.f.	15" Conduit, Type "H"	\$55.00	\$12,833
40	Special	100	l.f.	Connection Pipe Cleaned	\$10.00	\$1,000
41	603	107	l.f.	3" Conduit, Type "G"	\$15.00	\$1,600
42	603	41	l.f.	15" Conduit, Class III	\$66.00	\$2,728
43	603	240	l.f.	24" Conduit, Class III	\$170.00	\$40,800
44	603	1,167	l.f.	12" Conduit, Type B	\$60.00	\$70,000
45	603	333	l.f.	18" Conduit, Type B	\$80.00	\$26,667
46	603	267	l.f.	21" Conduit, Type B	\$100.00	\$26,667
47	603	100	l.f.	36" Conduit, Type B	\$150.00	\$15,000
48	603	267	l.f.	48" Conduit, Type B	\$200.00	\$53,333
49	603	18	l.f.	Reconnect Existing Taps, Sanitary	\$500.00	\$9,000
50	603	18	l.f.	Reconnect Existing Taps, Storm	\$500.00	\$9,000
51	604	5	ea.	Manhole Adjusted to Grade W/Rings	\$75.00	\$350
52	604	27	ea.	Manhole Adjusted to Grade W/O Rings	\$350.00	\$9,333
53	604	17	ea.	Valve Chambers Adjusted to Grade W/O Rings	\$350.00	\$5,833
54	604	3	ea.	Valve Chambers Repaired & Adjusted to Grade	\$350.00	\$933
55	604	1	ea.	SGI Adjusted To Grade	\$300.00	\$400
56	604	1	ea.	DGI/CI Adjusted To Grade	\$350.00	\$467
57	604	3	ea.	DGI/CI Repaired & Adjusted To Grade	\$450.00	\$1,200

City of Cincinnati



Department of Finance

September 13, 2002

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

William E. Moller
Director

RE: Status of Funds for Local Share of 2003 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2003 SCIP/LTIP Projects (Round 17 Funding) are recommended by the City Manager for funding in the City's 2003 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Madison Road – Brotherton to Edwards
Queen City Avenue – Harrison to White
Gilbert Avenue / Montgomery Road – Elsinore to Brewster
Dixmyth Avenue – M. L. King to Clifton
Vine Street – Erkenbrecher to Mitchell
Eastern Avenue – Wortman to Columbia Parkway

STREET IMPROVEMENT PROJECTS

Kirby Road Improvements – Virginia to North Bend
Madison Road / Red Bank Expressway Improvements
Queen City Avenue Improvements – White to Wyoming

The matching funds for these projects are coming from Street Improvement Bonds and from Cincinnati Southern Railway lease proceeds.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

Sincerely,

William E. Moller
Director of Finance

cc: T. Riordan, Acting DCM, P. Heile, Law, B. Ashford, Budget, E. Enabnit, Transportation & Engineering
P. Garg, Engineering, K. Conn, Engineering, J. Vogel, Engineering, J. Buttner, Engineering
J. Flading, Engineering, G. Long, Engineering, C. Ertel, Engineering, D. Cline, Engineering
Adm. Files, Eng. Div. File

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE: (513) 946-4250

FAX: (513) 946-4258

December 23, 2002

Mr. W. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215

Attention: Rob White, Program Representative
RE: District 2 Program Year 2003 (Round 17) MRF funding Status of Funds

Dear Rob:

The following projects approved by the District 2 Integrating Committee for Program Year 2003 funding will utilize Municipal Road Funds for a portion of their matching funds:

City of Cincinnati, Kirby Road Improvements - \$420,000 (LTIP)
City of Blue Ash, Reed Hartman Highway Phase 2 Improvements - \$100,000 (LTIP)

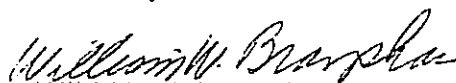
Addyston, First Street Widening Project - \$58,190 (SM. GOVT.)
Newtown, Round Bottom Road Drainage Improvement - \$30,000 (SM. GOVT.)
Cleves, State Road Reconstruction - \$50,000 (SM. GOVT.)
Amberley Village, Galbraith Road Improvement - \$79,222 (SM. GOVT.)
Lockland, Wyoming Avenue Rehabilitation - \$50,000 (SM. GOVT.)
Woodlawn, Marion Road Improvement - \$59,900 (SM. GOVT.)
Glendale, Congress Road Improvement - \$64,128 (SM. GOVT.)

Cleves, Westgate & Scott Street Reconstruction - \$60,000 (CONTINGENCY)
Sharonville, US 42 Roadway Improvement - \$94,500 (CONTINGENCY)
Cheviot, Bridgetown Road Improvement - \$63,919 (CONTINGENCY)

In April 2003, these projects will be recommended to the Hamilton County Commissioners for funding in the amounts stated above. Once approved, this office will forward to you a copy of the approval.

Should any additional information be needed in OPWC's consideration of these projects, please contact Mr. Joe Cottrill, District 2 Liaison Officer, at (513) 946-8906.

Sincerely,



WILLIAM W. BRAYSHAW, CHAIRMAN
DISTRICT 2 INTEGRATING COMMITTEE

AB

City of Cincinnati

An Ordinance No. 345

- 2002

AUTHORIZING the City Manager to apply for and accept street improvement funding grants and loans from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$8,600,950, to be used for six street rehabilitation projects and three street improvement projects.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, City of Cincinnati local matching funds for the nine street improvement and rehabilitation projects are available in the 2003 Street Rehabilitation, 2003 Street Improvement, 2003 Community Street Improvement, and 2003 Wall Stabilization/Landslide Correction Programs; and Stormwater Management; now, therefore

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

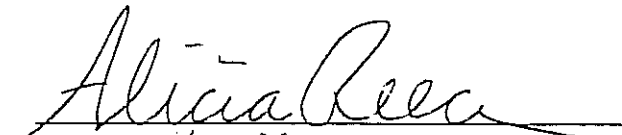
Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants and for loans at an interest rate acceptable to the Director of Finance in the approximate amount of \$8,600,950 for funding six nine street rehabilitation projects, namely Dixmyth Avenue, Queen City Avenue, Gilbert/Montgomery, Madison Road, Eastern Avenue, and Vine Street; and three street improvement projects for Madison/ Red Bank, Kirby Road, and Queen City Avenue; and to accept such grants and loans if awarded by the Ohio Public Works Commission.

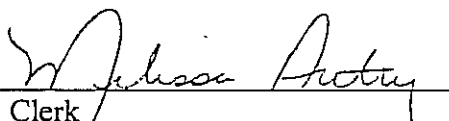
Section 2. That the City Manager and other proper City officials are hereby authorized to execute such agreements and other documents as are required by the State for receipt and

administration of the above grants and loans, and the Director of Finance is authorized to receive said grant and deposit funds therefrom in Department of Transportation and Engineering capital improvement program project accounts, in accord with the terms of Section 1 hereof.

Section 3. This ordinance is an emergency measure necessary for the immediate preservation of the public peace, welfare, and safety and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to meet critical funding application deadlines, and to have legislation in place in order to receive and utilize grant funds at the earliest possible time.

Passed October 30, 2002

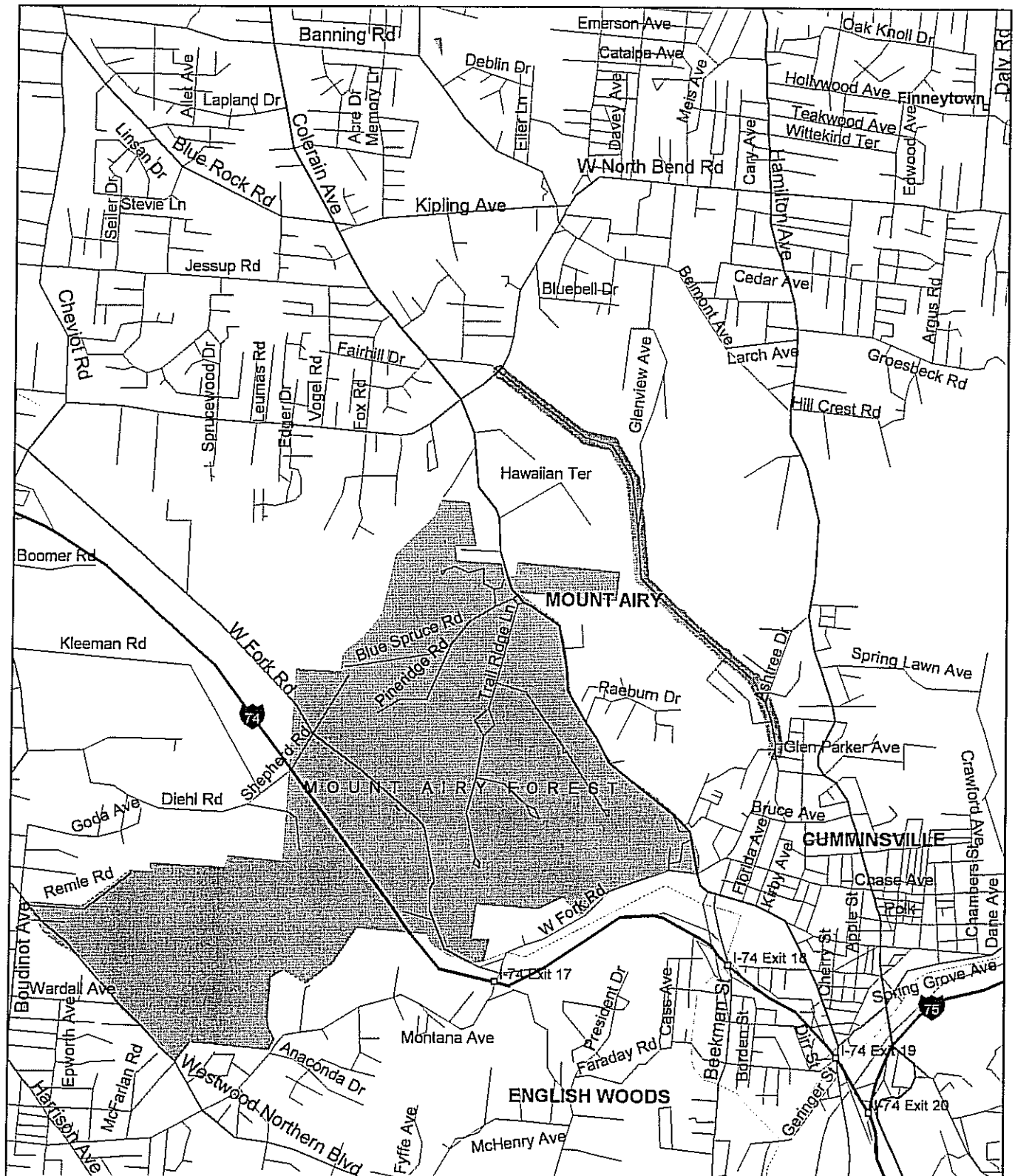

Vice-Mayor

Attest: 
Clerk

I HEREBY CERTIFY THAT ORDINANCE NO 345
2002 WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-12-02

Clerk of Council

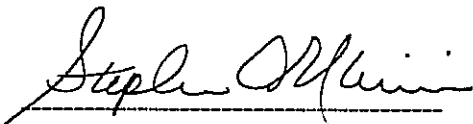
Kirby Road Improvements Virginia to North Bend



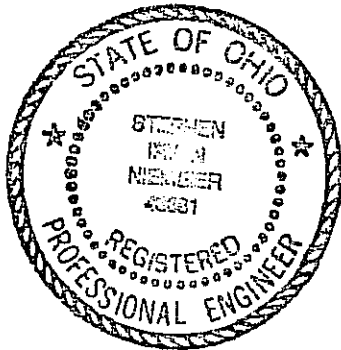
Streets98

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Kirby Road – Virginia to North Bend** project application are a true and accurate count done by the City of Cincinnati's Traffic and Road Operations Division.



Stephen I. Niemeier, P.E.
Supervising Engineer



ADDITIONAL SUPPORT INFORMATION

Kirby Road Improvements

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X____NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Drainage System: Street and residence ponding occurs during low intensity rainfall events due to a failing collection system. The pavement is about 1 foot above the adjacent sidewalks and drive aprons in many areas. The catch basins present are inefficient in collection of the runoff due to system deterioration, erosion, rutting and debris. This results in ponding in the right-of-way and in the driveway aprons of residences. The sewerage system is over 50 years old and is in very poor/critical condition. Please refer to attached the photographs, complaints and inspection reports provided as documentation.

Pavement: The pavement is in very poor condition due to severe cracking and significant base failures. A sampling of the pavement records for the jurisdiction as well as pictures are included to document the condition.

Landslide Correction: Nine landslides occur along Kirby Road from approximately 1,100 feet south of Glenview Avenue to North Bend Road. The landslides occur on the downhill side of the roadway and affect the inbound travel lane. Continued movement of the landslides causes cracking and settlement of the roadway requiring constant maintenance. The condition of the landslide component of the project is failed and requires immediate corrective measures. Please refer to the pictures and brief explanation for documentation of condition.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Type of Safety Problem:

Landslides- Nine landslides occur along Kirby Road from approximately 1100 feet south of Glenview Avenue to North Bend Road. The landslides occur on the downhill side of the roadway and affect the inbound travel lane. Drilled pier walls were constructed in 1993 and in 1996 to stabilize two of the nine landslides. Sudden drastic movement of one of the seven remaining active landslides occurred in June of 2002 causing the emergency closure of Kirby. A drilled pier wall was constructed under an emergency change order to an existing project in order to promptly reopen the roadway. Continued movement of this and the other six landslides causes cracking and settlement of the roadway requiring constant maintenance and poses a constant safety threat to the motoring public because the roadway surface and guardrail are moving down the slide plane. As shown in June of 2002 the roadway is at risk of being completely closed if weather conditions cause a sudden drastic down slope movement of the pavement.

Drainage- Movement of the hillside on the uphill side of outhound Kirby Avenue continually blocks the drainage ditch; as a result, runoff is diverted from the ditch and across the roadway surface. In addition, the failing sewerage system leads to ponding water adjacent to the street and allows flooding in the basements of the property owners on Kirby Road.

Pavement- The pavement requires extensive rehabilitation to maintain integrity due to landslides, poor drainage utility cuts, potholes, longitudinal cracking and base failures.

Corrective Actions:

The landslide correction, storm water mitigation and pavement condition are of highly significant importance to the safety of the public. The project will correct the deficiencies listed under the type of safety problem and allow the roadway and adjacent infrastructure to meet the safety design standards and codes. The improvements would prevent the landslides by constructing 1,470 linear feet of retaining wall consisting of reinforced concrete drilled shafts and precast panels. Guardrail will be constructed in front of the drilled shaft retaining walls (No guardrail is currently present at these locations). A combination retaining wall/concrete ditch will be constructed on the uphill side to maintain flow within the ditch. The roadway profile from Ashtree to a few hundred feet past Mehmert will be lowered and allow the stormwater runoff to enter the new sewerage system instead of flowing into adjacent property. The new sewerage system will serve to prevent ponding and surcharge due to deteriorated lines along the remaining portions of Kirby by replacing the damaged infrastructure. The pavement base failures, utility cuts, potholes, longitudinal cracking and adjacent shoulder deficiencies will be corrected with full depth repairs and a complete rehabilitation of the pavement.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Type and Seriousness of Health Problem:

The proposed sewerage system will alleviate both ponding water on, and adjacent to the roadway, as well as prevent wastewater from entering the basements of the residences due to surcharge on the system. The ponding and basement flooding occur even in mild storm events; therefore, they pose rather serious health problems due to their chronic nature.

Corrective Actions:

This project will improve the overall condition of the infrastructure by constructing new sewerage facilities. The construction of new facilities will eliminate the surcharge leading to wastewater in the basements. The road profile will be lowered as appropriate, to keep the runoff contained within the pavement drainage system.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Madison Road / Red Bank Expressway Improvements

Priority 2 Kirby Road Improvements

Priority 3 Dixmyth Avenue Rehabilitation

Priority 4 Queen City Avenue Rehabilitation

Priority 5 Queen City Avenue Street Improvement – White to Wyoming

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).
This project will not impact development.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 30 th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Municipal Road Fund Application- Kirby Road from Virginia to North Bend

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).
The project is designed for current demand.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 3

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes X No _____ N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 10 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Kirby Road is classified as a principal thoroughfare connecting Northside to College Hill; as a result, the project will have moderate impact to the region.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

Although the road has been closed for emergency landslide correction in July 2002, no ban or restriction has been issued.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 7,592 X 1.20 = 9,110 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City Earnings Tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

Please choose street name Kirby Avenue Choose Street Segment Kirby Avenue, Mehmert Avenue to Glenview Avenue (4700 - 5099)

J:\cpw_image\images\stpc2001\305021.jpg Rating Year: 2000 Select Year 2000 Use Communities

Rating Date 03/19/2001

Street Condition: Poor

Community: Northside

Public Status: PUB

Surface Pavement: Asphalt

Curb Type: None

Pavement Marking: Yes

Patching: Extensive

Ride Quality: Rough

Cracking:

Pothole: Few

Heaved Joints: Many

Rutting: Very Apparent

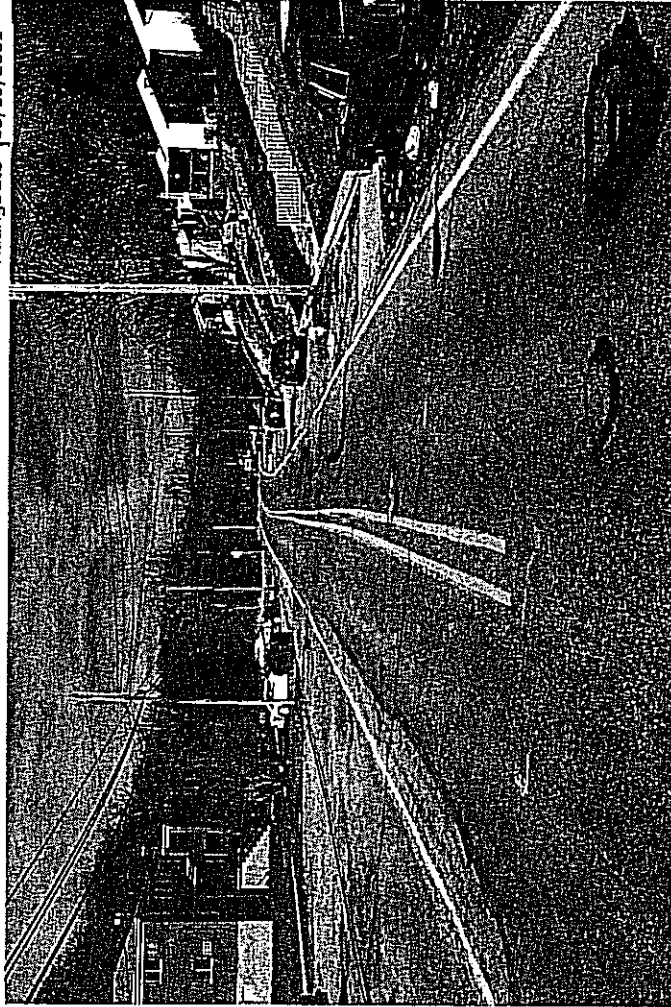
Suggested Maint.:

Curb Repair: 0%

Width: 25

Length: 3318.094

Area In SY: 9217



Please choose street name Kirby Avenue Choose Street Segment Kirby Avenue, Glenview Avenue to North Bend Road (5100 - 5495)

\\cpw_image\images\stpc2001\305020.jpg Rating Year: 2000 Rating Date: 03/19/2001

Select Year 2000 Use Communities

Street Condition: Poor

Community: Mount Airy

Public Status: PUB

Surface Pavement: Asphalt

Curb Type: None

Pavement Marking: Yes

Patching: Extensive

Ride Quality: Rough

Cracking:

Pothole: Few

Heaved Joints: Many

Rutting: Very Apparent

Suggested Maint.:

Curb Repair: 0%

Width: 20

Length: 4898.81

Area in SY: 10886



SCIP/LTIP PROGRAM
ROUND 17 - PROGRAM YEAR 2003
PROJECT SELECTION CRITERIA
JULY 1, 2003 TO JUNE 30, 2004

120

NAME OF APPLICANT: CITY OF CIN
NAME OF PROJECT: KIRBY RD
RATING TEAM: 4

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

Appeal Score

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

No addition points
No accident data for sliding
accidents, points given for
flooding in Health

Appeal Score

15

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

MSD documentation at basement
back-ups

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

2

Appeal Score

5) Will the completed project generate user fees or assessments?

- 10 - No
- 0 - Yes

Appeal Score

80

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).
- 10 – The project will directly secure significant new employment

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

Appeal Score

- 7) Matching Funds - LOCAL
- 10 - This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

30%
- 8) Matching Funds - OTHER
- 10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

0%
- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)
- 10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

Appeal Score

- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)
- 5 - Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15

3 - Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15

0 - Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15
- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)
- 10 - Major impact

8 -

6 - Moderate impact

4 -

2 - Minimal or no impact

Appeal Score

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

Appeal Score

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

Appeal Score

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

3 - One of the above

0 - None of the above

Appeal Score

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction’s economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions’ C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the “Additional Support Information” form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.